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Longobardi

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(54) **TRAFFIC SYSTEM FOR ENHANCING DRIVER VISIBILITY**

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See application file for complete search history.

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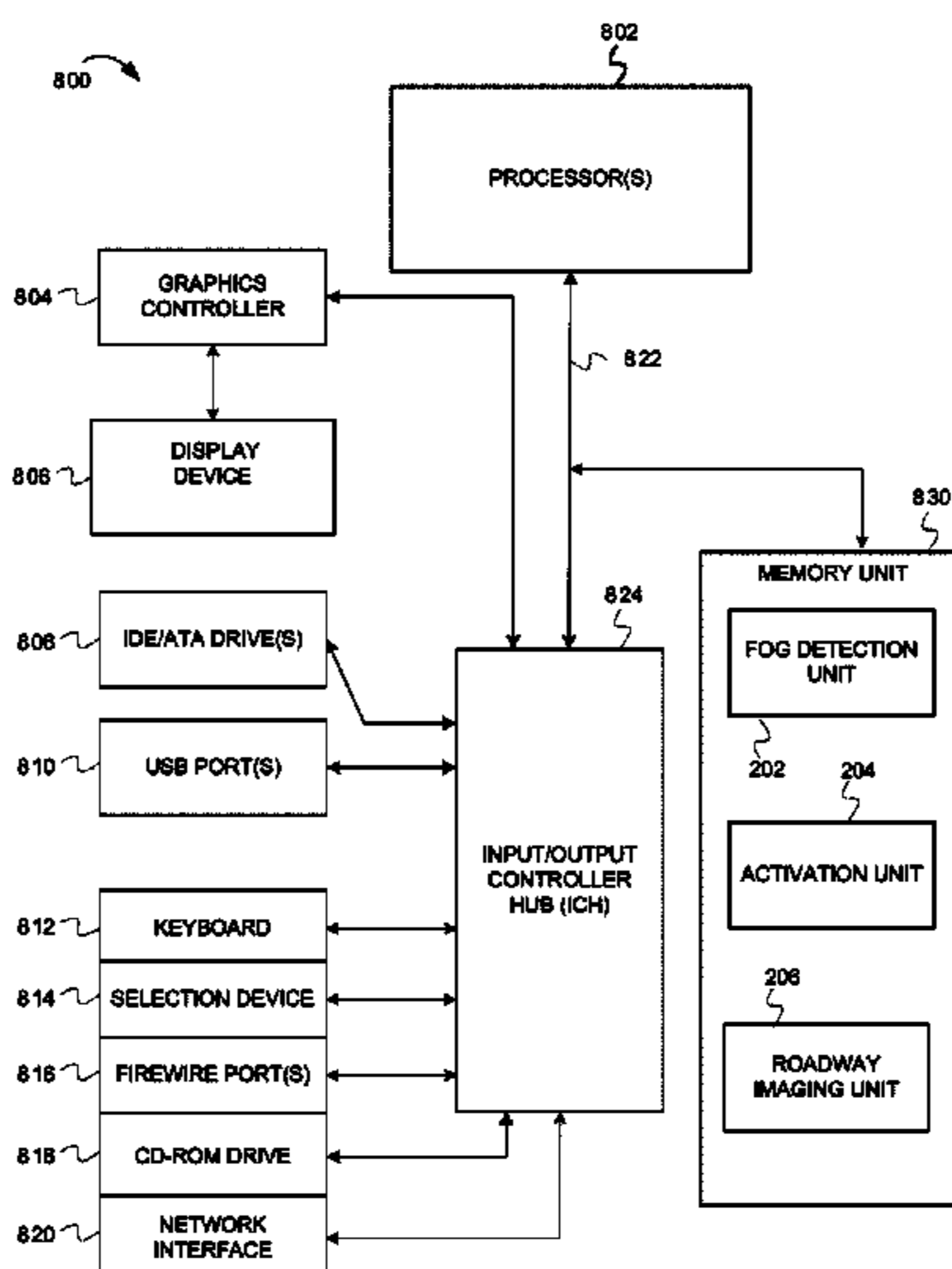
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(57) **ABSTRACT**

Embodiments described herein comprise a system and method for improving visibility of a roadway using an improved visibility system. The method comprising receiving data from a plurality of fog detectors located proximate a roadway and determining, based on the data from the plurality of fog detectors, that fog is present about the roadway. The method further comprising obtaining, after the determining that fog is present about the roadway, a plurality of images of the roadway by activating a plurality of cameras located proximate the roadway. The method further comprising creating a composite image by combining two or more of the plurality of images, wherein the composite image depicts the roadway unobstructed by fog and transmitting the composite image to a display device located in a vehicle traveling along the roadway.

5 Claims, 9 Drawing Sheets



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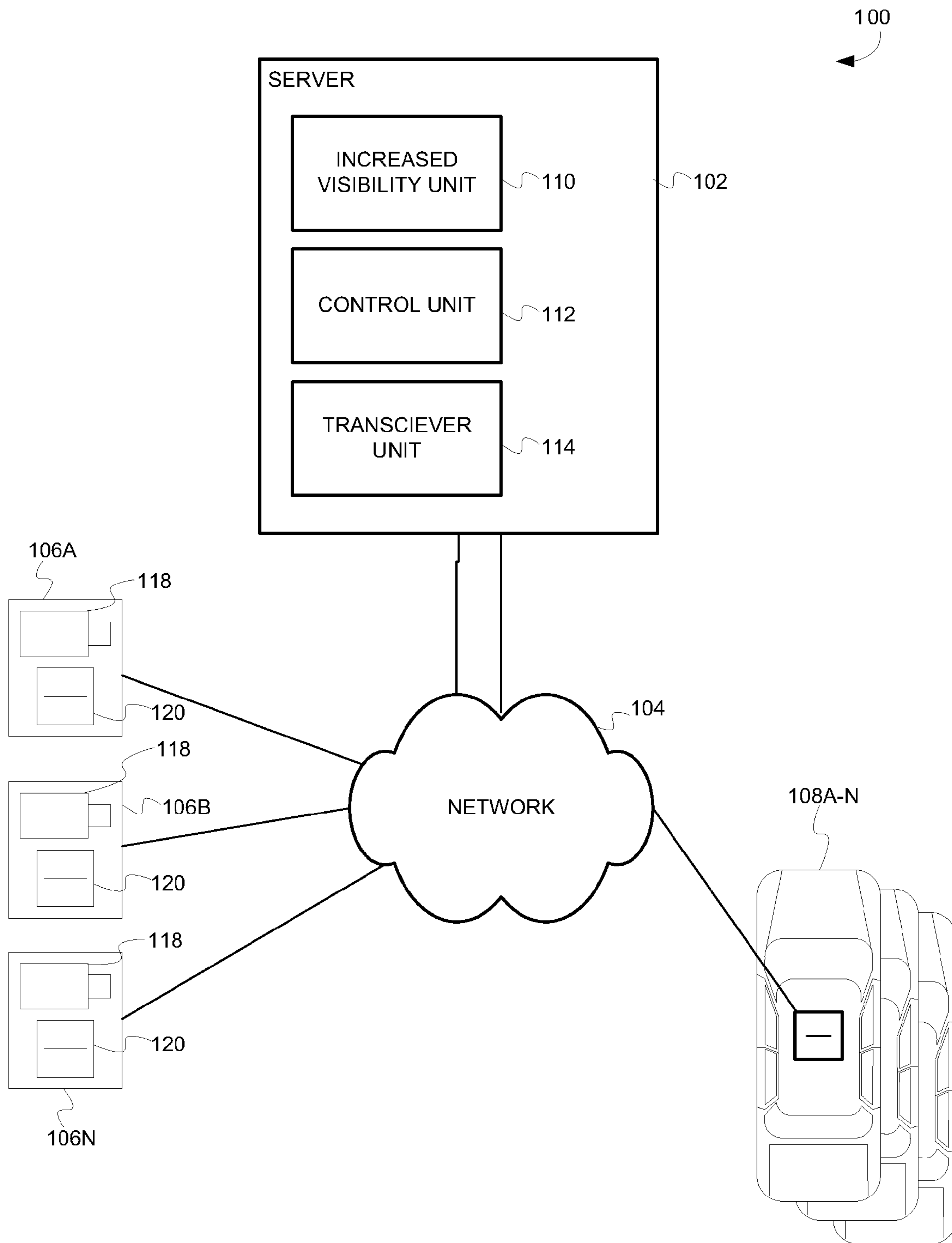


FIG. 1

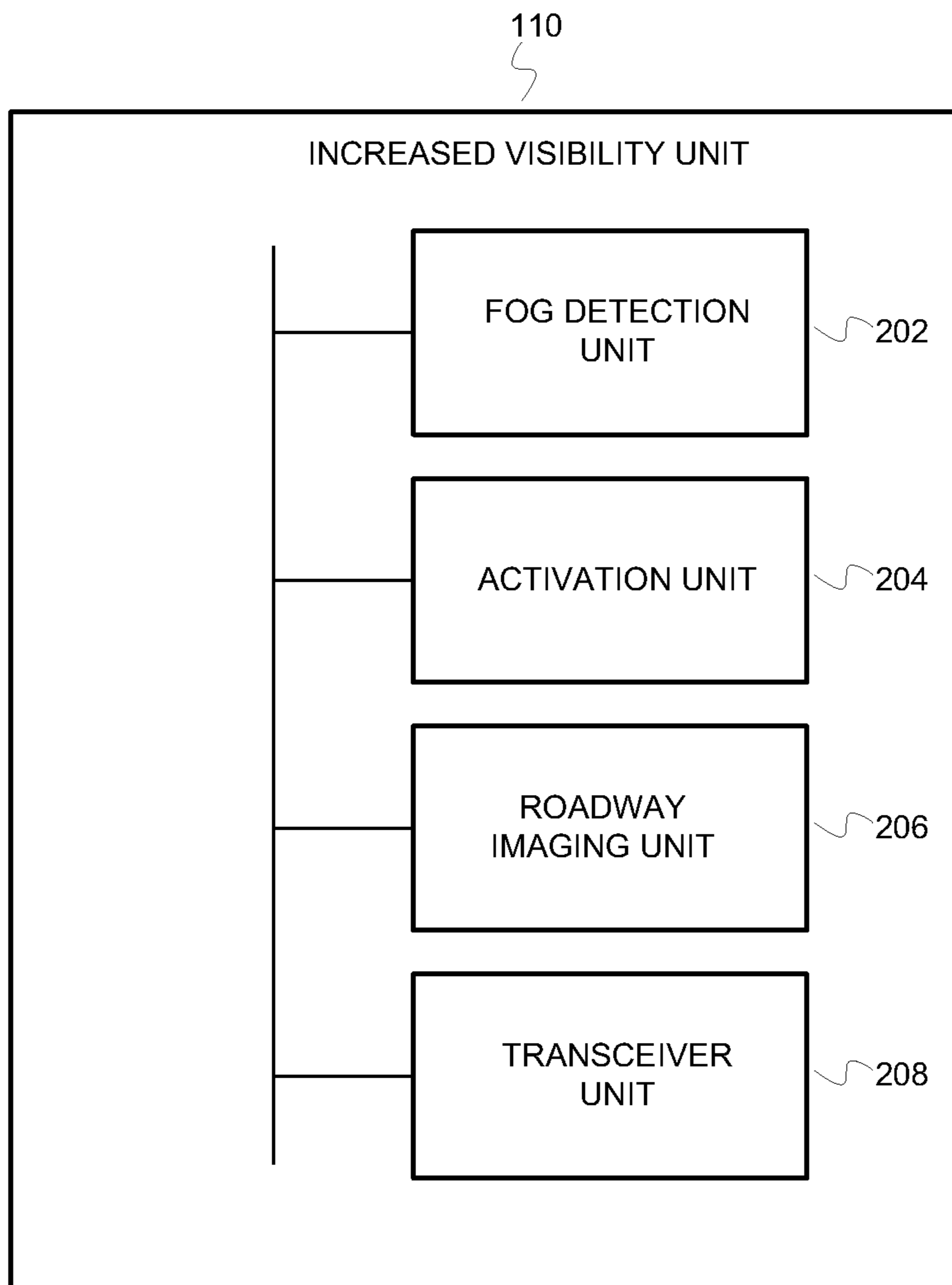


FIG. 2

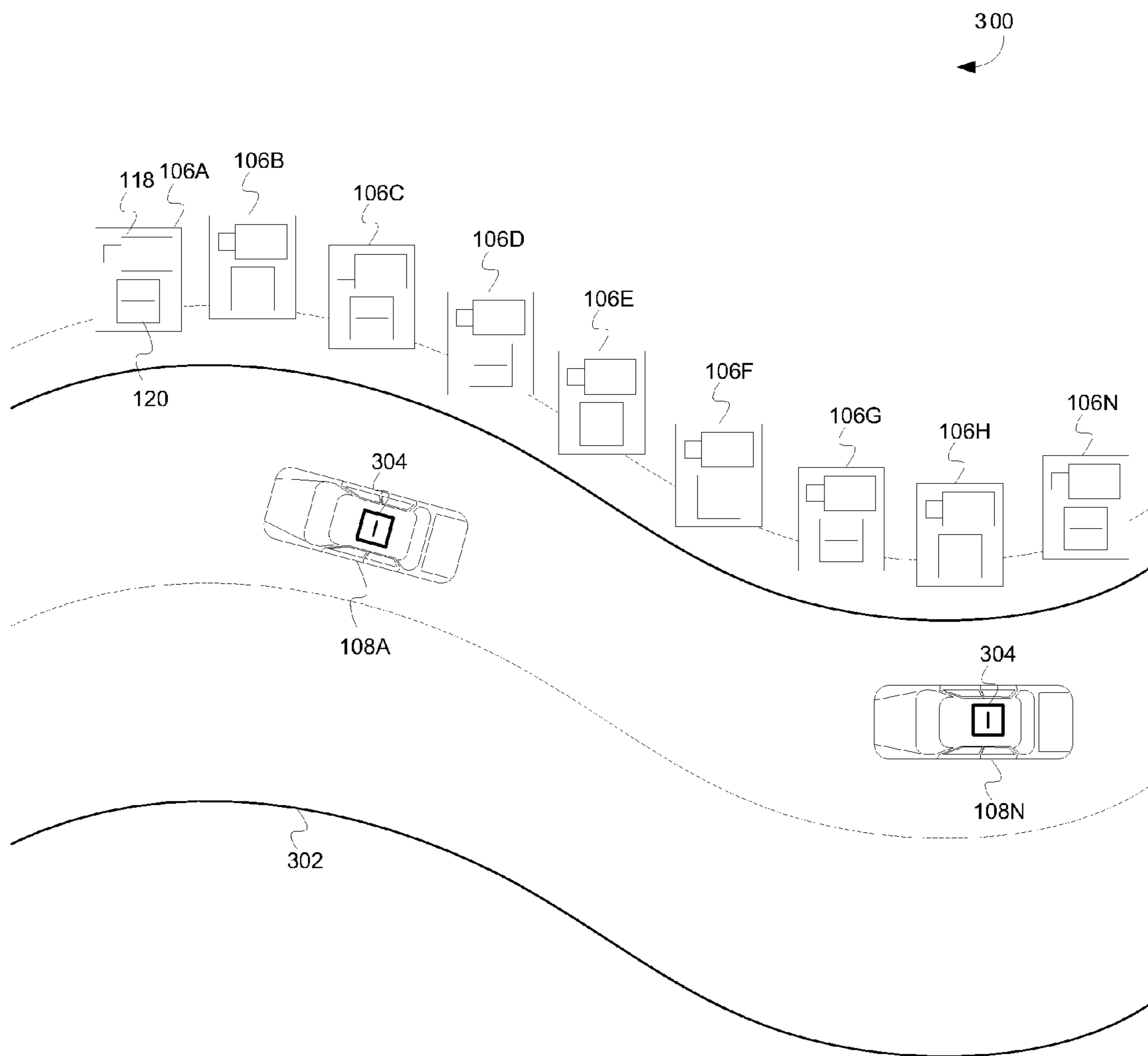


FIG. 3

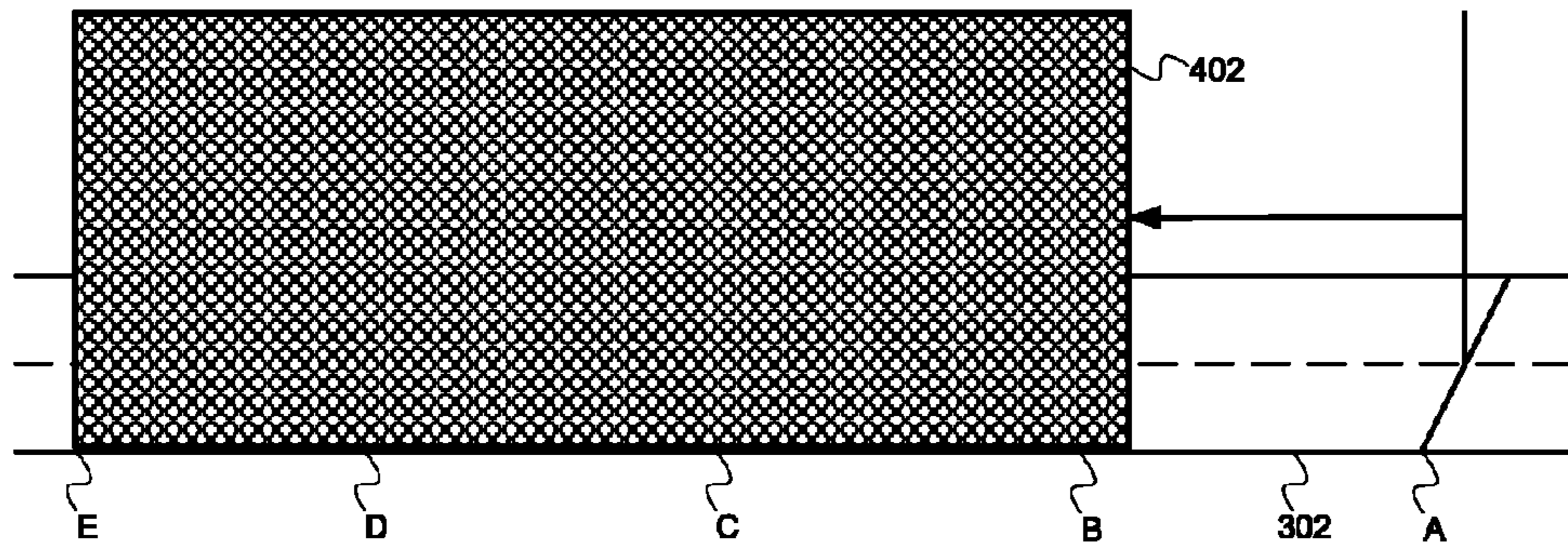


FIG. 4A

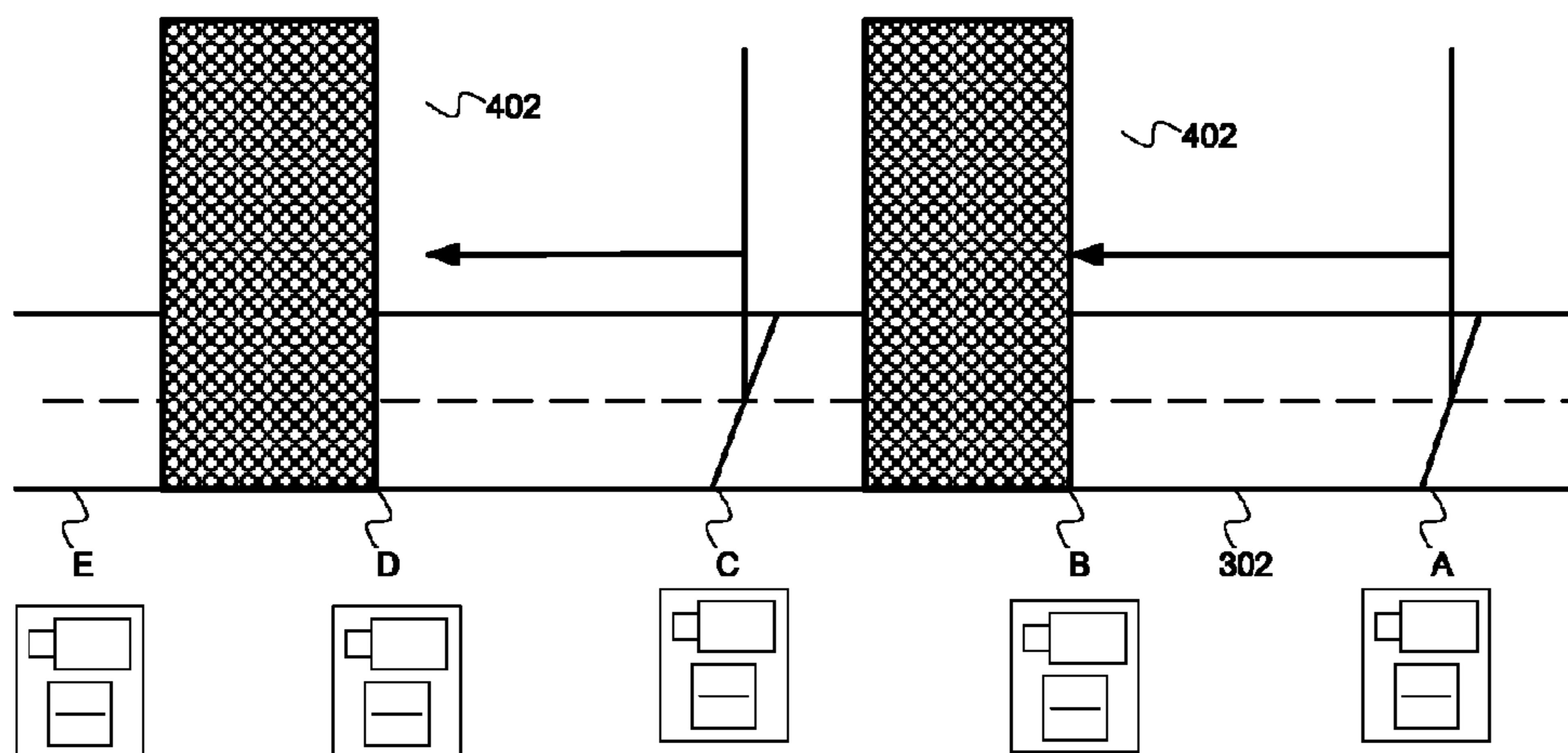


FIG. 4B

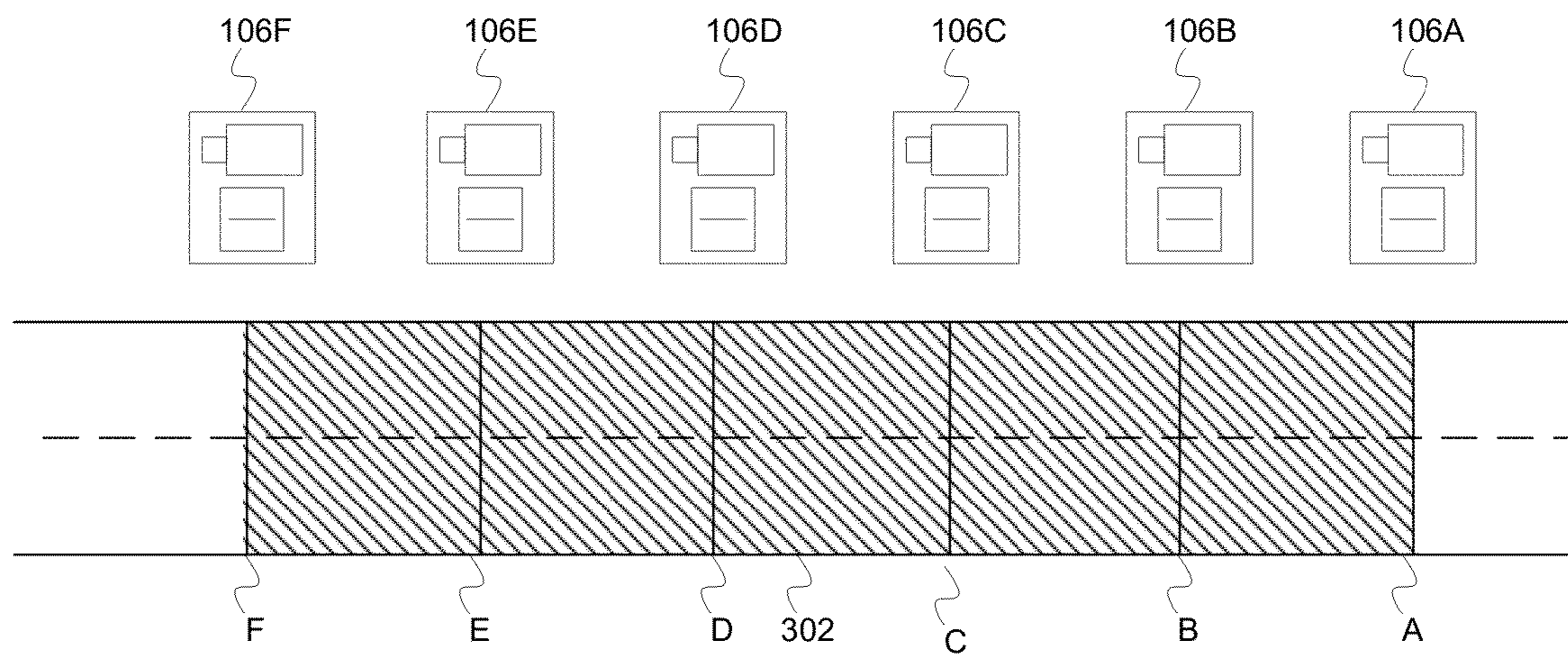
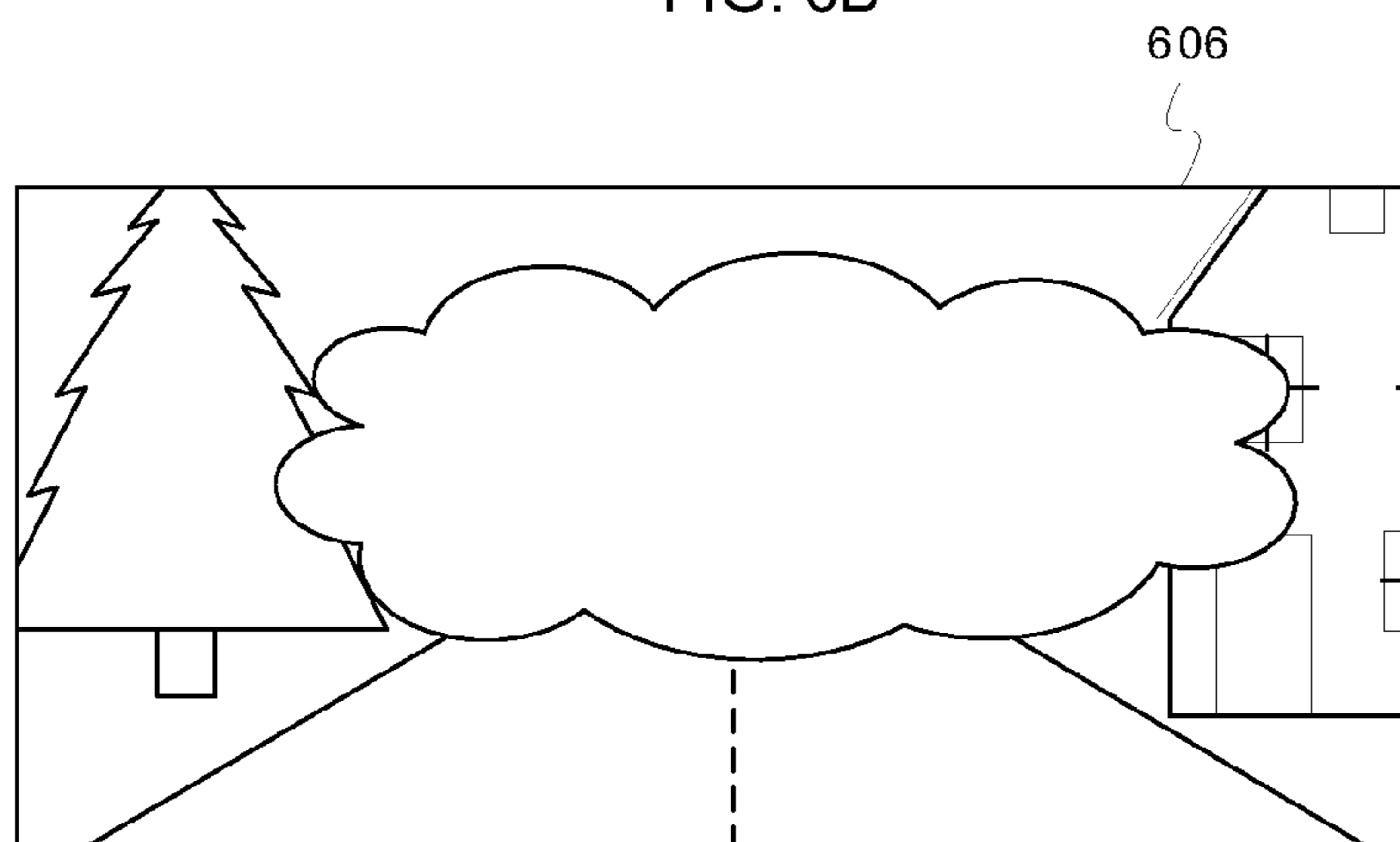
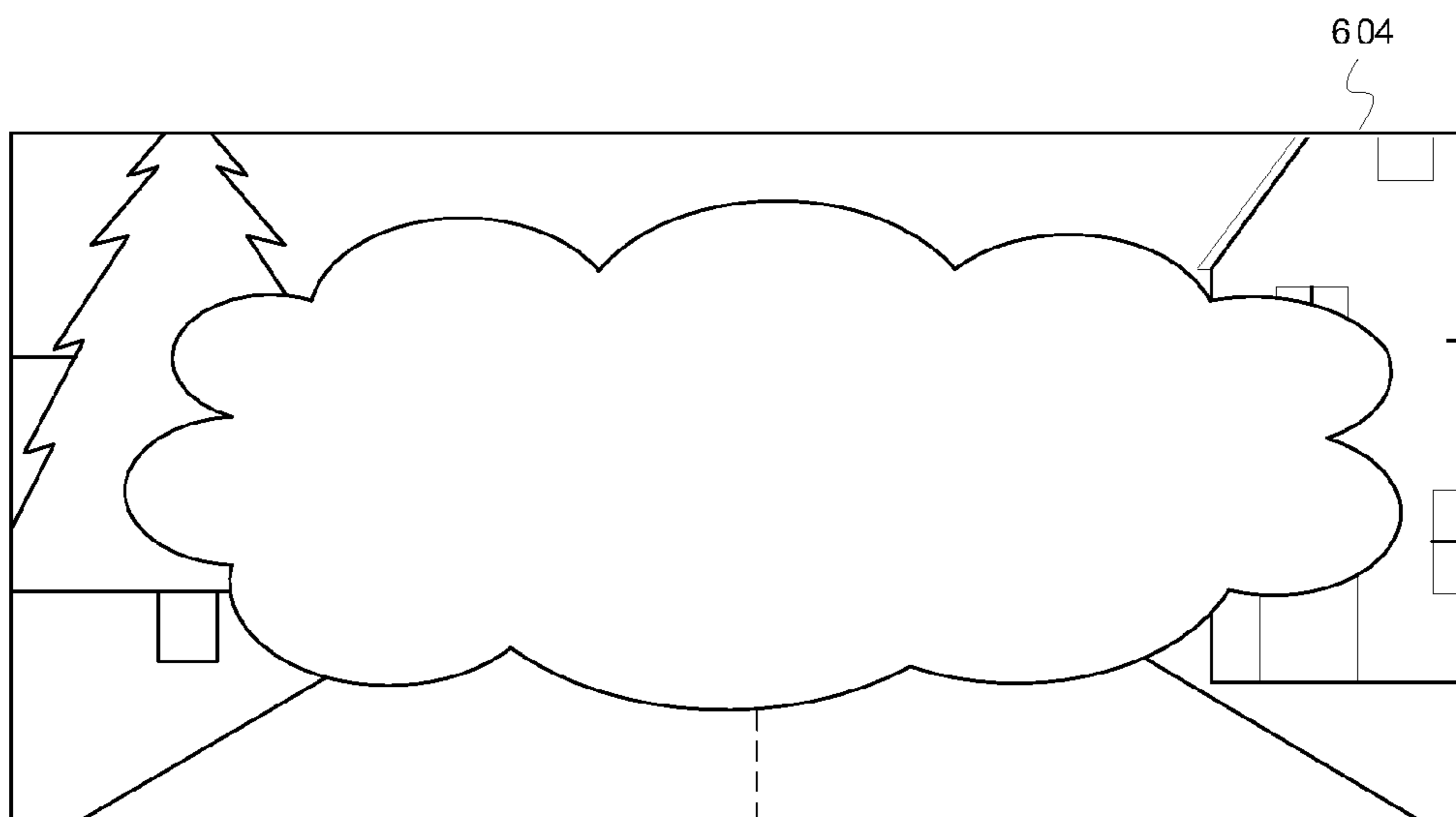
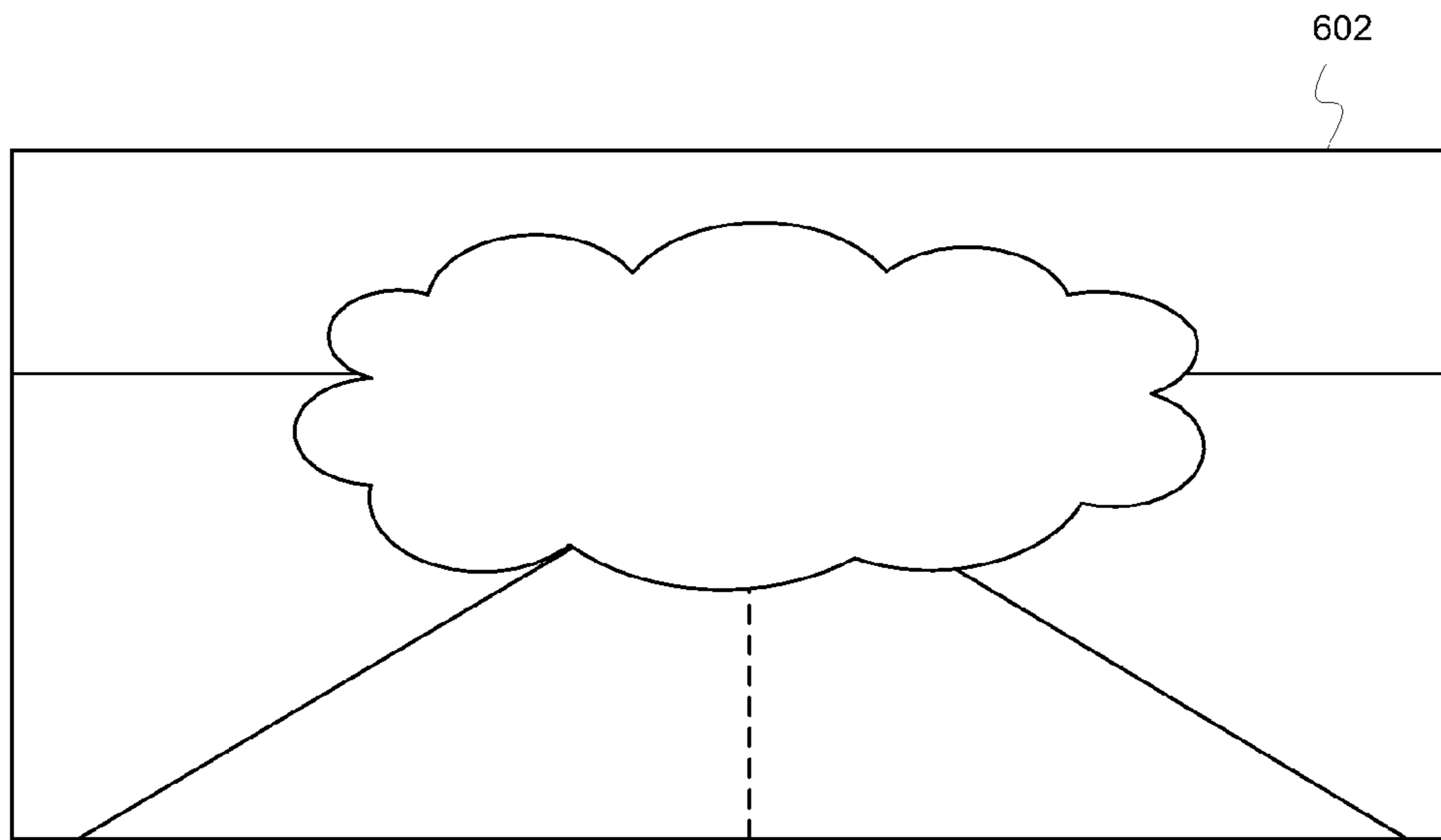


FIG. 5



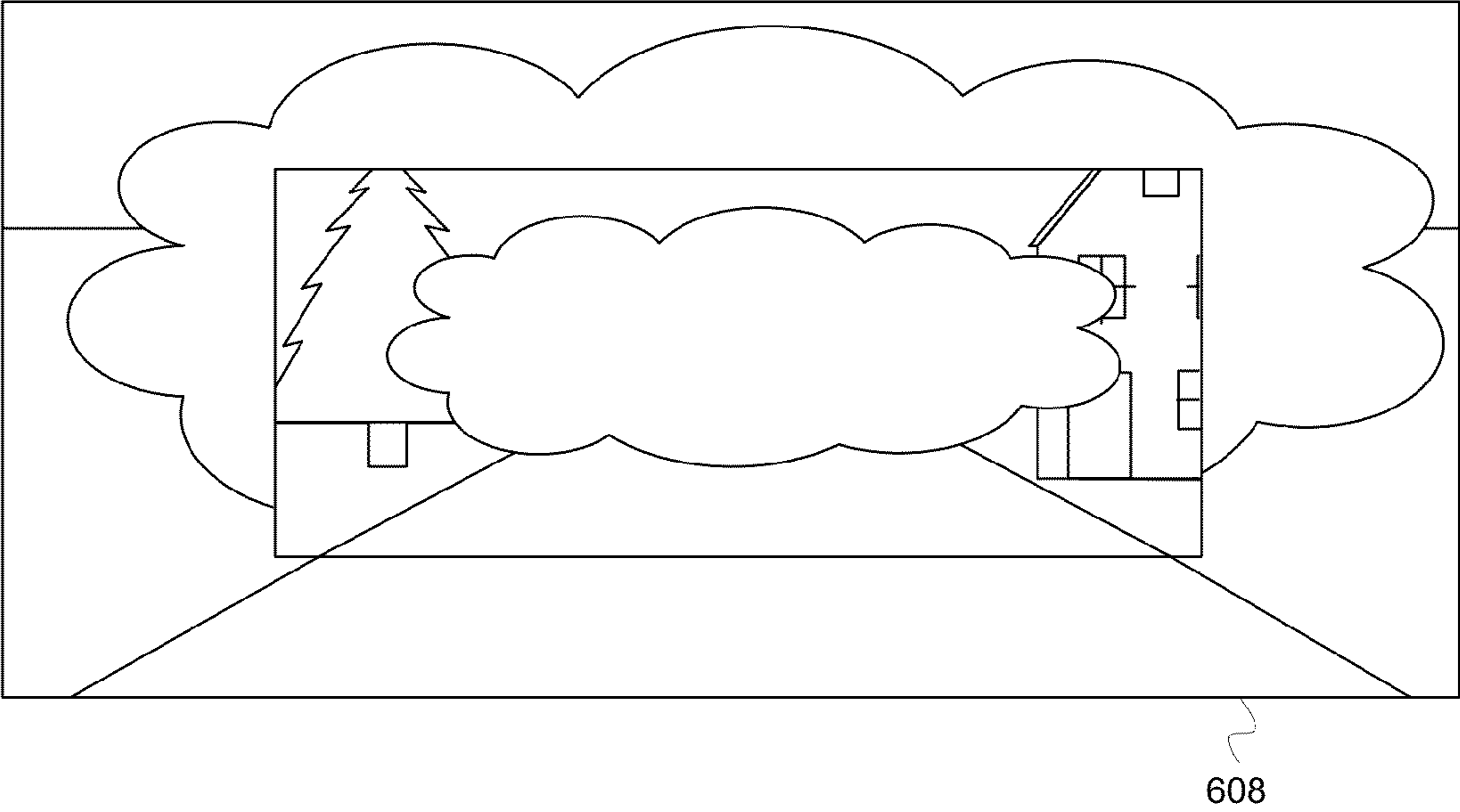


FIG. 6D

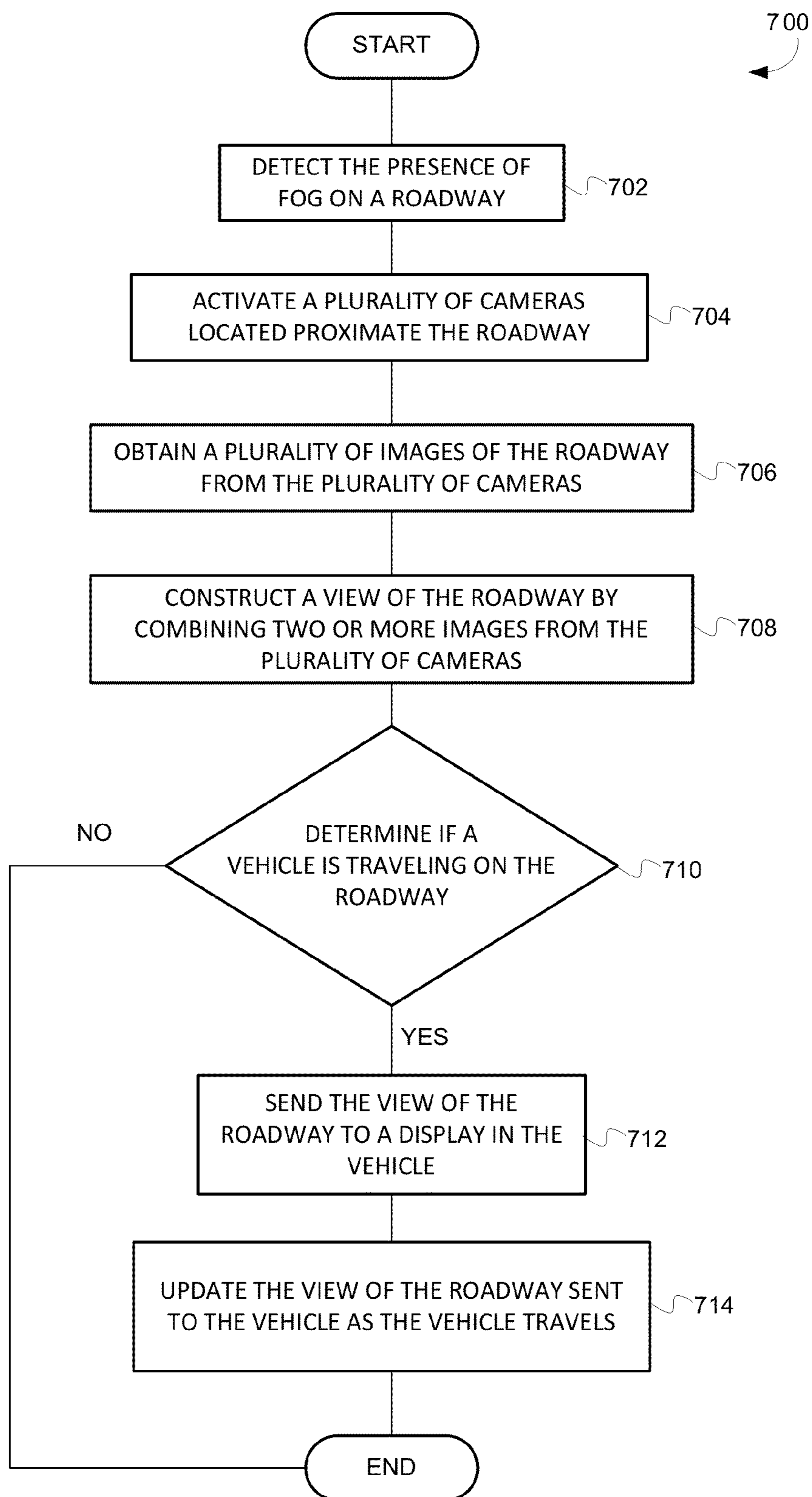


FIG. 7

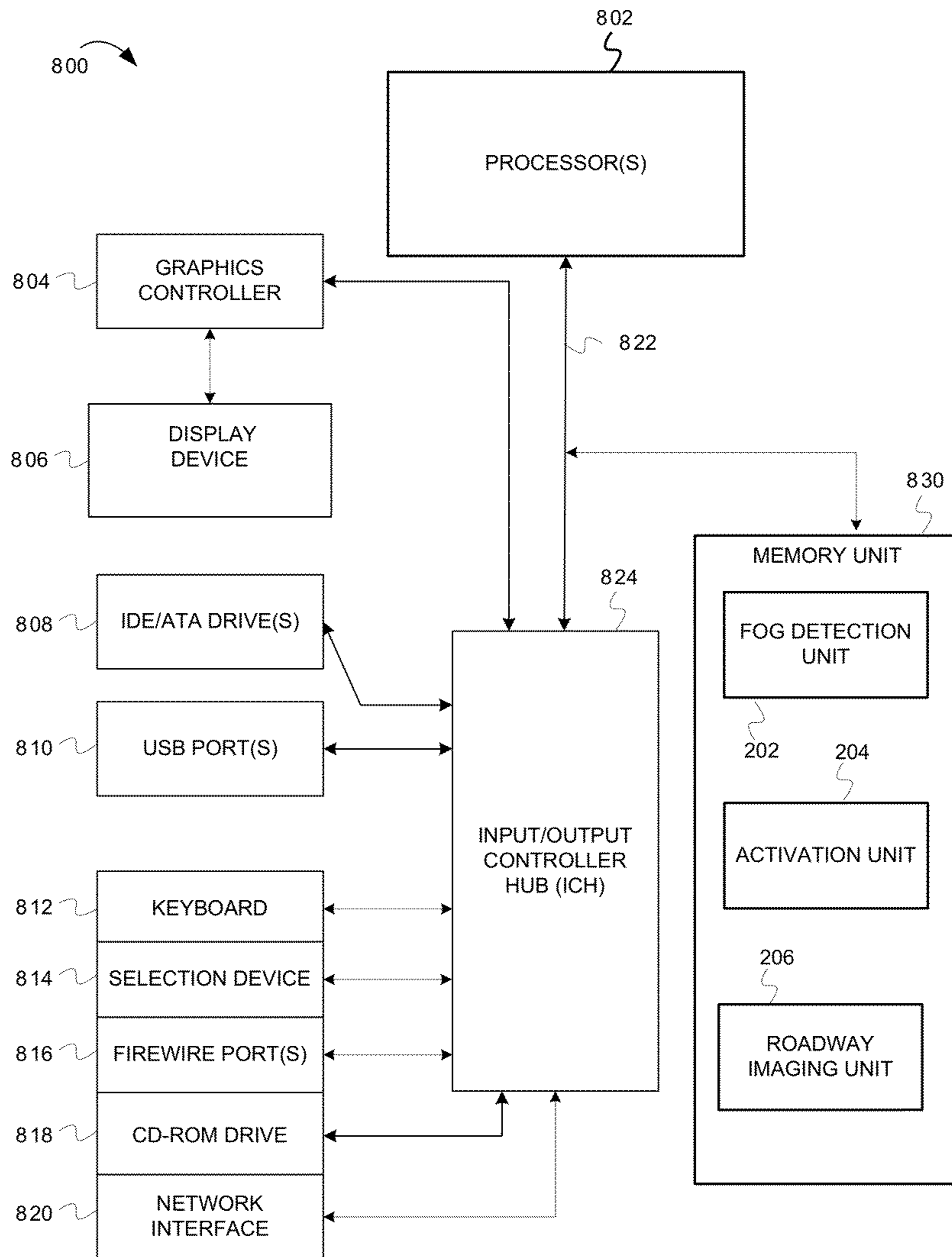


FIG. 8

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TRAFFIC SYSTEM FOR ENHANCING
DRIVER VISIBILITY

BACKGROUND

Embodiments of the inventive subject matter generally relate to the field of improved navigation, and, more particularly, to a system for improving visibility in the presence of fog.

Modern cars are equipped with lights to assist the driver's vision while driving on a roadway. Typically a car will include headlights, tail lights and reverse lights that enable the driver to see further in the dark than they would be able to see and be seen without the lights. When a driver is driving in fog, it is often difficult to see more than a few feet in front of the car even with the assistance of the headlights. Some cars are also equipped with fog lights. Fog lights are adapted to increase the driver's vision slightly beyond what the typical headlight enables the driver to see past in the fog. Even with the fog lights, however, the driver's vision in fog is typically limited to a few feet in front of the car.

SUMMARY

Embodiments described herein comprise methods, systems, and computer program products for improving visibility of a roadway using an improved visibility system. A method comprising receiving data from a plurality of fog detectors located proximate a roadway and determining, based on the data from the plurality of fog detectors, that fog is present about the roadway. The method further comprising obtaining, after the determining that fog is present about the roadway, a plurality of images of the roadway by activating a plurality of cameras located proximate the roadway. The method further comprising creating a composite image by combining two or more of the plurality of images, wherein the composite image depicts the roadway unobstructed by fog and transmitting the composite image to a display device located in a vehicle traveling along the roadway.

BRIEF DESCRIPTION OF THE DRAWINGS

The present embodiments may be better understood, and numerous objects, features, and advantages made apparent to those skilled in the art by referencing the accompanying drawings.

FIG. 1 depicts a block diagram illustrating an improved visibility system configured to activate a plurality of cameras, combine the images from the plurality of cameras and display the combined image to a driver in an embodiment of the invention.

FIG. 2 depicts an increased visibility unit in an embodiment of the invention.

FIG. 3 depicts a schematic diagram of a transit system in an embodiment of the invention.

FIG. 4A depicts a schematic diagram of a view of a roadway in an embodiment of the invention.

FIG. 4B depicts a schematic diagram of a view of a roadway in an embodiment of the invention.

FIG. 5 depicts a schematic of a roadway in an embodiment of the invention.

FIGS. 6A-6D show how a composite image is formed, according to some embodiments.

FIG. 7 depicts a flowchart illustrating operations of the improved vision system in an embodiment of the invention.

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FIG. 8 depicts schematic diagram of a computer system in an embodiment of the invention.

DESCRIPTION OF EMBODIMENT(S)

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The description that follows includes exemplary systems, methods, techniques, instruction sequences and computer program products that embody techniques of the present inventive subject matter. However, it is understood that the described embodiments may be practiced without these specific details. For instance, although examples refer to improving a driver's visibility in fog, it should be understood that the methods described herein may be used for improving an operator's understanding of the route ahead in any condition, for example, at night, in a dust storm, rain storm, blizzard, and the like. In other instances, well-known instruction instances, protocols, structures and techniques have not been shown in detail in order not to obfuscate the description.

Embodiments described herein comprise a system and method for improving visibility of a roadway using an improved visibility system. The improved visibility system allows the presence of fog to be detected along a roadway. The improved visibility system may then activate a plurality of cameras along the roadway where the fog is present. The cameras are used to take a plurality of images of the roadway where the fog is present. The plurality of images may be combined in order to provide a view of the roadway. The view of the roadway may then be sent to one or more vehicles traveling along the roadway. The view may be displayed within each of the vehicles in order to increase the driver's understanding of the roadway ahead. The improved visibility system may update the image the driver views as the vehicle travels along different portions of the roadway.

In one embodiment, the improved visibility system detects the presence of fog along the roadway. Due to the presence of the fog, a plurality of cameras are activated. The plurality of cameras obtains a plurality of images of the roadway. A view of the roadway is constructed by combining one or more of the images. If a vehicle is travelling along the roadway, the view is sent to a display within the vehicle. A travel speed of the vehicle may then be determined. The view of the roadway may be updated and sent to the vehicle based on the travel speed of the vehicle.

Embodiments may take the form of an entirely hardware embodiment, an entirely software embodiment (including firmware, resident software, micro-code, etc.) or an embodiment combining software and hardware aspects that may all generally be referred to herein as a "circuit," "module," or "system." Furthermore, embodiments of the inventive subject matter may take the form of a computer program product embodied in any tangible medium of expression having computer usable program code embodied in the medium. The described embodiments may be provided as a computer program product, or software, that may include a machine-readable medium having stored thereon instructions, which may be used to program a computer system (or other electronic device(s)) to perform a process according to embodiments, whether presently described or not, since every conceivable variation is not enumerated herein. A machine readable medium includes any mechanism for storing or transmitting information in a form (e.g., software, processing application) readable by a machine (e.g., a computer). The machine-readable medium may include, but is not limited to, magnetic storage medium (e.g., floppy diskette); optical storage medium (e.g., CD-ROM); magneto-optical storage medium; read only memory (ROM); random access memory (RAM); erasable programmable memory (e.g., EPROM and

EEPROM); flash memory; or other types of medium suitable for storing electronic instructions. In addition, embodiments may be embodied in an electrical, optical, acoustical or other form of propagated signal (e.g., carrier waves, infrared signals, digital signals, etc.), or wireline, wireless, or other communications medium.

Computer program code for carrying out operations of the embodiments may be written in any combination of one or more programming languages, including an object oriented programming language such as Java, Smalltalk, C++ or the like and conventional procedural programming languages, such as the "C" programming language or similar programming languages. The program code may execute entirely on any one component or it may execute on a plurality of components. In the latter scenario, remote components may be connected through any type of network, including a local area network (LAN), a personal area network (PAN), or a wide area network (WAN), or the connection may be made to an external computer (for example, through the Internet using an Internet Service Provider). It should be appreciated that the remote components or any element of the network may be connected to another component of the network via hard line, wireless or radio frequency.

FIG. 1 depicts a block diagram of an increased visibility system 100 configured to activate a plurality of cameras, combine the images from the plurality of cameras and display the combined image to a driver in an embodiment of the invention. As shown, the increased visibility system 100 may include a server 102, a communication network 104, a plurality of camera units 106A-N, and one or more vehicles 108A-N (clients). The server 102 may include an increased visibility unit 110, a control unit 112, and a transceiver unit 114. The transceiver unit 114 allows the server to send and receive data and/or communication. The communication network 104 allows for communication between the server 102, the plurality of camera units 106A-N and the one or more vehicles 108A-N. The control unit 112 manages the data sent to and from the plurality of camera units 106A-N and/or the one or more vehicles 108A-N. The camera units 106A-N may include any combination of a camera 118 and/or a fog detector 120. In some embodiments, the fog detector 120 can include a laser or other optical device.

The increased visibility unit 110 may be configured to determine, based on input from the fog detectors 120, the presence of fog. When fog is present, the increased visibility unit 110 may activate any number of the cameras 118 located in the camera units 106A-N. The increased visibility unit 110 may then direct the one or more of the cameras 118 to obtain images of the roadway where the fog is present. The increased visibility unit 110 may then combine the images from the one or more cameras 118 into a view of the roadway. The increased visibility unit 110 may further determine the presence of one or more vehicles 108A-N near the locations on the roadway where the fog is present. The increased visibility unit 110 may then send data representing the view of the roadway to devices within the one or more vehicles 108A-N. The increased visibility unit 110 may update the view as the vehicle 108 moves along the roadway. Although, the increased visibility unit 110 is described as being included in the server 102, any portion of it may be included in any other component, such as the camera units 106A-N, any of the vehicles 108A-N, etc.

The one or more camera units 106A-N may be prepositioned along a roadway and positioned to obtain images of the roadway. The camera units 106A-N may include any camera 118 or combination of cameras 118 capable of obtaining images of the roadway including, but not limited to a digital

camera, a video camera, an analogue camera, a movie camera, a pinhole camera, a rangefinder camera, a single-lens reflex camera, a twin lens reflex camera, a view camera and the like. For example, the cameras 118 may be configured to take still pictures or images, or may be configured to take video images of the roadway.

The vehicles 108A-N are shown in the figures as automobiles; however, the vehicles 108A-N may be any combination of vehicles suitable for traveling along the roadway and/or route. For example, the vehicle may be a car, a truck, a semi-tractor trailer, a big rig, a bus, a motorcycle, a scooter, a golf cart, a club car, a go-cart, an ATV, an RV and the like. Further, it should be understood that the increased visibility system 100 may be used in any transit system. For example, the vehicle 108 may be a boat, a watercraft, a skier/snowboarder, and the like, while the route may be a canal, a waterway, an inter-coastal waterway, a bayou, a river, a swamp, a ski trail, and the like.

FIG. 2 depicts a block diagram of the increased visibility unit 110 in an embodiment of the invention. The increased visibility unit 110 may include a storage device 200, a fog detection unit 202, an activation unit 204, a roadway imaging unit 206, and a transceiver unit 208. The storage device 200 may store any suitable data, and/or information, relating to the increased visibility system 100 including, but not limited to the roadway conditions, the fog density, historical data about the roadway conditions, camera information, images of the roadway, combined images of the roadway and the like.

The fog detection unit 202 may be configured to detect the presence of fog, and/or an adverse roadway condition, on and/or near a roadway in an embodiment of the invention. In some embodiments, the fog detection unit 202 is not part of the increased visibility unit 110. The fog detection unit 202 may further detect the density of the fog. The fog detection unit 202 may use any number of systems and/or methods for obtaining data regarding the fog conditions at a location as will be discussed in more detail below.

The activation unit 204 may be configured to activate any number of the one or more cameras 118 when fog, and/or a driver, is present on the roadway. The activation unit 204 may receive fog data from the fog detection unit 202, and/or one or more fog detectors 120 located near the roadway. Based on the fog data, the activation unit 204 may activate any number of the cameras 118 in order to obtain images of the roadway. When the fog lifts or leaves the area near the roadway, the activation unit 204 may shut down the one or more cameras 118 in order to save power.

The roadway imaging unit 206 may be configured to construct one or more views of the roadway. The one or more views of the roadway allow a driver to see what is beyond their line of vision in the fog, as will be described in more detail below. The roadway imaging unit 206 constructs the one or more views of the roadway from the images of the roadway obtained from the one or more cameras 118. The roadway imaging unit 206 may combine multiple images obtained from the cameras 118 in order to construct the view of the roadway. In one embodiment, the roadway imaging unit 206 may construct multiple views of the roadway in order to allow a driver to improve visibility at multiple locations along the roadway.

The transceiver unit 208 is configured to send and receive data to and from the increased visibility unit 110. For example, the transceiver unit 208 may receive images from the one or more cameras 118. The transceiver unit 208 may receive data from the fog detectors 120. The transceiver unit 208 may send instructions to the one or more camera units

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106A-N, and views of the roadway to one or more vehicles 108A-N. The transceiver unit 208 may be any unit capable of sending and receiving data.

FIG. 3 depicts a transit system 300, in an embodiment of the invention. The transit system 300 includes a roadway 302, one or more vehicles 108A-N traveling along the roadway 302 and one or more camera units 106A-N located proximate the roadway 302. One or more of the vehicles 108A-N may include a display device 304 located within the vehicle 108A-N. The vehicles 108A-N may be any suitable vehicle, including any of the vehicles described herein.

The roadway 302 is shown as a two lane highway. However, the roadway 302 may be any suitable route on a transit system including, but not limited to, a freeway, a street, a boulevard, a route, a lane, a railway, a canal, a path, a trail, a cart-path, a racetrack, etc.

The display device 304 may be any device capable of allowing the driver of the vehicles 108A-N to see the view of the roadway 302 sent by the increased visibility unit 110. The display device 304 may be a screen located on or near a dashboard one or more of the vehicles 108A-N. The screen may be any screen capable of displaying the view to the driver, including but not limited to, a liquid crystal display LCD, a plasma screen, a projected image, a cathode ray screen, a flat panel display, a vacuum fluorescent display, a light emitting diode display, a plasma display panel, a thin film transistor, an organic light emitting diode, a surface-conduction electron emitter display, a laser TV, and the like. The display device 304 may be an integral part of the vehicle 108, in an embodiment of the invention. Further, it should be appreciated that the display device 304 may be a separate component that the driver may attach and/or bring to the vehicle 108. Further, the display device 304 may be incorporated into any suitable handheld device including, but not limited to, a cell phone, an MP3 Player, a personal digital assistant, a GPS, and the like. Further still, the display device 304 may be located outside the vehicles on a screen or screens along the roadway. For example, there may be several screens located along the roadway that drivers could see as they travel along the roadway.

The camera units 106A-N, as shown, are equally spaced along the roadway 302; however, it should be appreciated that the spacing of the camera units 106A-N may depend on any number of variables. For example, the camera units' spacing may vary based on obstructions along the roadway 302. Further, the spacing may be closer along portions of the roadway 302 where there is a high frequency of fog and spaced further apart where there is a lower frequency of fog. The distance between the camera units 106A-N may be any suitable distance that allows the cameras 118 and/or the fog detectors 120 to obtain images and/or detect fog. The camera units 106A-N are shown to include both the camera 118 and the fog detector 120, however, it should be appreciated that the camera 118 and the fog detectors 120 may be separate.

The increased visibility system 100 can increase a driver's ability to see a roadway in fog. As shown in FIG. 4A, when fog or another obstruction (e.g., snow) is present, a driver may only see ahead to a wall of visibility 402. The wall of visibility 402 represents fog or other obstruction that prevents drivers from seeing beyond the obstruction. In FIG. 4B, a driver at location A may only be able to see to the wall of visibility at location B. The locations beyond location B, such as locations C-E, are beyond the drivers view. When the driver moves to location C, the driver may only be able to see up to the wall of visibility, which may now be located at location D. In snow, the distance beyond the wall of visibility simply appears to be a white mass ahead of the driver. It should be appreciated that

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the increased visibility system 100 may be suitable for increasing a driver's ability to see in the presence of any type of obstruction including, but not limited to, rain, snow, freezing rain, sleet, hail, dust storms, darkness, etc.

FIG. 4B shows schematic of a roadway with camera positions at locations A, B, C, D, and E. In the view shown, camera units at location A and location C are activated and obtaining images of the roadway 302. The camera at location A obtains an image of the roadway 302 up to location B. When fog is present, the roadway beyond location B may not be visible from location A. The camera at location C obtains an image of the roadway 302 up to the wall of visibility at location D. With only cameras at locations A and C activated, the view of the entire roadway may not be obtained due to the location of the wall of visibility 402. Thus, to view the entire roadway 302, all of the cameras in this section of roadway 302 may be activated.

FIG. 5 shows a schematic of a roadway-on which all cameras have been activated to obtain images of the roadway. With each of the cameras 106A-F obtaining images of the roadway 302, the system can obtain images of the entire roadway 302 (i.e., the roadway from location A to location F), as represented by the shaded portion of the roadway 302. The increased visibility system can process the obtained images to form a composite image. The composite image can include elements from a plurality of images, and therefore can present a roadway view spanning from location A to location F.

To create a composite image showing a portion of the roadway, such as the roadway portion spanning from location A to location C, the system can shrink and combine images. FIGS. 6A-D help illustrate this concept. FIG. 6A shows a first image captured by a first camera, such as the camera posited at location A (FIG. 5). FIG. 6B shows a second image captured by a second camera, such as the camera positioned at location B (FIG. 5). The increased visibility unit 110 can create a composite image by shrinking the second image and combining the shrunken second image with the first image. FIG. 6C shows how the increased visibility unit 110 can shrink the second image, while FIG. 6D shows a composite image 602 made by combining the first image (i.e., the image in FIG. 6A) with the shrunken second image (i.e., the image FIG. 6C). In FIG. 6D, the shrunken second image overlays the first image so the roadway between locations A & C appears unobstructed by fog. The increased visibility system can create an unobstructed view of the entire roadway by repeating this process for all the images from the active cameras.

FIG. 7 depicts a flow diagram 700 illustrating the operations of the increased visibility system 100, according to some embodiments of the invention. The flow begins at block 702, where a presence of fog is detected on a roadway. In some embodiments, the fog detectors 120 detect the presences of the fog near the roadway 302. The fog detectors 120 may also detect the density of the fog near the roadway 302. The data collected from the fog detectors 120 is sent to the fog detection unit 202. The fog detection unit 202 may determine the presence of fog, based on the data collected from the fog detectors 120. Further, the fog detection unit 202 may determine the density of the fog.

In one example, the fog detectors 120 include a light source emitted from a first location to a light collector located at a second location. In this example, the light source may be located at the first location, which may be at the camera unit 106A, and light collector may be located at the second location, which may be another camera unit 106B. The light source may send light signals or light waves to the light collector. If a decrease in the intensity of the light occurs, there is an obstruction between the light source and the light

collector. The fog detector **120** may send data regarding the decrease in intensity to the fog detection unit **202**. The fog detection unit **202** may then determine the density of the obstruction (e.g., fog) between the camera units **106A** and **106B**. This type of fog detection system may be included in all of the camera units **106A-N** thereby giving the increased visibility system **100** a measure of the fog presence and density at each location along the roadway **302**. Although the fog detector **120** is described as a light source and a light collector, it should be appreciated that the fog detector may be any suitable fog detection apparatus or system.

In yet another example, the fog detector **120** is located on the vehicle **108**. Thus, the fog detector **120** located on the vehicle **108** may detect the presence of fog and wirelessly send the fog data to the fog detection unit **202**. The fog detector **120** in this example may be any suitable fog detector described herein.

In yet another example, the increased visibility unit **110** may store the fog presence and density information for particular portions of the roadway **302**. For example, the fog detection unit **202** may collect and store data for a fog prone portion of the roadway **302** to create a historical fog data. The increased visibility unit **110** may then use the historical fog data to predict when fog, or other roadway obstructions are most likely to be present. For example, the increased visibility unit **110** may determine that a first portion of the roadway is typically foggy in between 4 a.m. and 9 a.m. based on the historical fog data. The increased visibility unit **110** may use this information to increase the frequency of the fog tests during peak fog hours. The increased visibility unit **110** may further, use this information to decrease the frequency of the fog test during non-peak fog hours.

In yet another example, the increased visibility unit **110** does not detect the presence of fog. In this example, the cameras **118** may continuously obtain images of the roadway **302** regardless of the presence of fog or any other obstruction. The views of the roadway may continuously be sent to the displays **304**. Further, the driver of the vehicle **108** may initiate when the view is sent to the display **304** by requesting the display **304** receive the view of the roadway **302**. The driver may request that the display **304** receive the view of the roadway by any suitable method including, but not limited to, turning the display on, pressing a button, flipping a switch, voice activated command and the like.

The flow continues at block **704**, where one or more cameras **118** are activated proximate the roadway **302**. The one or more cameras **118** may be activated in response to detected fog. The activation unit **204** may activate any number of the cameras **118** located proximate the roadway **302**. The cameras **118** may be any combination of cameras described herein.

In one example, all of the cameras **118** along a portion of the roadway will be activated in response to the fog data. Thus, when fog is detected by the fog detectors **120** proximate the roadway **302**, the activation unit **204** activates all of the cameras **118** proximate the roadway **302**. All of the cameras **118** may be necessary in very dense fog, where it is necessary to take an image of the roadway **302** at very close intervals.

In yet another example, the activation unit **204** may only activate a portion of the cameras **118** along the roadway. For example, the fog detector **120** may detect the presence of fog proximate the roadway **302**; however, the fog may not be very dense. In this example, only a portion of the cameras **118**, for example every other camera, may be necessary to obtain the view of the roadway **302**.

In yet another example, the activation unit **204** may activate the cameras **118** based on the historical fog data for a particu-

lar portion of the roadway **302**. Thus, the activation unit **204** may automatically activate the cameras **118** at times when it is most probable that fog may be obstructing the view of drivers along the roadway **302**. For example, the activation unit **204** may automatically activate the cameras **118** between the hours of 4 a.m and 9 a.m. in the winter in a particular location.

In yet another example, the activation unit **204** may activate the cameras **118** based on the presence of a vehicle **108** proximate the roadway **302**. Thus, the cameras **118** may activate when a vehicle **108** is approaching the roadway **302**.

In yet another example, the activation unit **204** may be optional and the cameras **118** may be on all the time. Thus, the cameras **118** may continuously film the roadway **302**.

Any of the examples for activating the cameras **118** along the roadway **302** may be used in combination with other methods of activating the cameras **118** or as alternative methods of activating the cameras **118**.

The cameras **118** may be deactivated when any of the activation basis are not present. For example, the cameras **118** deactivation basis may include any suitable deactivation basis including, but not limited to, the fog lifting, the vehicle is not present, when the historical fog data shows that the fog should lift, and any combination thereof, and the like.

The flow continues at block **706**, where a plurality of images of the roadway is obtained from the plurality of cameras **118**. The activated cameras **118** may take still picture images and/or video images of the roadway **302**. Each of the cameras **118** located on the camera units **106A-N** may be positioned to obtain an image of a particular portion of the roadway **302**. Thus, the camera **118** located at camera unit **106A** may obtain an image of the roadway **302** located in a portion of the roadway in front of the camera unit **106A** and possibly to a location beyond the camera unit **106B**. In yet another example, the camera **118** may only obtain an image of the roadway **302** up to the point proximate the location where the camera **118** located on the camera unit **106B** is located. Each of the cameras **118** of the camera units **106A-N** may take pictures of any portion of the roadway so long as images of a substantial portion of the roadway may be obtained by the plurality of cameras **118**. The images of the roadway **302** may be obtained continuously by the cameras **118**.

Each of the cameras **118** may be configured to obtain an image of the roadway **302** that is within the distance of the wall of visibility. Thus, if the wall of visibility is typically at a location **110** meters ahead of a driver, the cameras may be configured to obtain the image up to a location, or less than the distance, of the wall of visibility. The cameras **118** may be preset to obtain images within a typical distance of the wall of visibility, based on the historical fog data in one example. Thus, the cameras **118** would always obtain images within the wall of visibility.

In yet another example, the cameras **118** may adjust to obtain images at a shorter or longer distance depending on the location of the wall of visibility. In this example, the fog detection unit **202** may determine the probable location of the wall of visibility based on the fog data received from the fog detectors **120**. The increased visibility unit **110** may then adjust the distance the cameras **118** to obtain the images based on the wall of visibility.

In yet another example, the fog density may be low and therefore the wall of visibility may extend a distance beyond two camera units **106**. In this example, the activation unit **204** may only need to activate select cameras **118** in order obtain the necessary images of the roadway **302** within the wall of visibility.

In yet another embodiment, the images of the roadway are obtained intermittently. Thus, each of the cameras **118** may obtain an image of the roadway **302** at timed intervals. The time intervals may be based on the rate of speed of the drivers on the roadway **302**.

The flow continues at block **708**, where a view of the roadway **302** is constructed by combining two or more images from the plurality of cameras **118**. The view may be constructed as a perspective view. The perspective view may be a view of the roadway **302** substantially from a driver's perspective. The perspective view of the roadway **302** may be constructed by combining the multiple images obtained by the cameras **118**. The first image from the closest camera **118** to the vehicle **108** would be sized the largest. The second image from the second camera **118** from the vehicle **108** would be sized smaller than the first image from the first camera. These images may be combined with the smaller second image located in the center of, or within, the first image in order to present a combined perspective view of the roadway **302**. Thus, the first image shows the portion of the roadway **302** closest to the driver and the second image shows the next portion of roadway **302**, which may be obstructed by the wall of visibility. These images are combined so that the displayed view shows the first portion of the roadway **302** and a resized second portion of the roadway **302** as one continuous roadway from a perspective view of the roadway **302**. Thus, the combined image appears as if the first portion is closest and the second portion is beyond the first portion as it would appear if you were looking out a window and no fog, or obstruction was present. Although only two images are described as being combined, it should be appreciated that the perspective view may combine any number of images from the cameras **118** in order to create the view of the roadway **302**. The perspective view of the roadway **302** may be constructed from the point of view of the driver, or any other location. Further, the perspective view may be constructed starting at the camera **118** closest to the driver or at any other of the cameras **118** along the roadway **302**.

In another example, the constructed view may be the view of the first image past the wall of visibility. For example, the driver may be able to see the roadway **302** up to the wall of visibility. The display **304** may show the image taken from the next portion of the roadway **302** past the wall of visibility. Thus, the driver would be able to look at the display **304** to see the next portion of the roadway past the wall of visibility. Further, there may be more than one single view of roadway **302** wherein each view shows each of the next portions of the roadway **302** to the driver.

The flow continues at block **710**, where it is determined if a vehicle **108** is on the roadway **302**. The increased visibility system **100** may determine the presence of a vehicle **108** by receiving a signal from an approaching vehicle **108**. For example, a transceiver, not shown, associated with the display **304** may send out a data signal indicating the presence of the vehicle **108** and the capability of the vehicle **108** to receive the view. Although it is described as the display **304** sending the signal to the increased visibility system **100**, it should be appreciated that any portion of the vehicle **108** may be configured to send the signal indicating the vehicles **108** approach.

The increased visibility unit **110** may be able to determine the location of the vehicle **108** from the signal sent. The location may be determined by GPS in one example. In another example, the location may be determined by triangulating the vehicles' **108** position between two or more of the

camera units **106**. Further, it should be appreciated that any suitable method for determining the location of the vehicles **108** may be used.

In another example, the increased visibility system **100** may not determine the presence, and/or location, of the vehicles **108**. In this example, the increased visibility unit **110** may constantly send the constructed views of the roadway **302** out. The views may be received by the vehicles **108** as they pass the portion of the roadway **302** with the cameras **118**. For example, several locations on the roadway **302**, and/or the camera units **106A-N** may send the constructed views to the vehicles **108** as they pass the location, and/or camera unit **106**, thereby alleviating the need to determine the location of the vehicles **108**.

If it is determined that no vehicles **108A-N** are on the roadway **302**, the flow ends. If it is determined that one or more vehicles **108A-N** are on the roadway **302**, the flow continues at block **412**, where the constructed view is sent to the display **304** in the vehicle **108**. The constructed view is then displayed on the display **304**. With the constructed view on the display **304** the driver may be able to see the roadway **302** beyond the wall of visibility.

In another example, more than one view, image and/or constructed view may be sent to the vehicle **108**. These views, images and constructed views may be displayed simultaneously on one display **304**, or displayed on separate displays **304**.

The flow continues at block **714**, where the constructed view of the roadway **302** is updated as the vehicle **108** travels along the roadway **302**. The constructed view of the roadway **302** may be updated as the vehicle **108** travels along the roadway **302** in order to constantly give the driver of the vehicle **108** a displayed view of the roadway **302** which is ahead of the vehicle **108**. Thus, as the vehicle **108A** passes a camera unit **106A** the constructed view shown on the display **304** may include the roadway ahead of the camera unit **106A**. When the vehicle **108** approaches and/or passes the next camera unit **106B** the constructed view sent to the display **304** will be updated. The updated constructed view will show only the roadway **302** past the next camera unit **106B** and beyond. This may be repeated past each of the camera units **106A-N**. Thus, the constructed view shown on the display **304** may always show the roadway **302** in front of the vehicle **108**. The view may be updated on a constant basis. Further, the view may be updated on an intermittent basis. The display **304** may be updated until the vehicle **108** exits the portion of the roadway **302** with fog. After the constructed view is updated to the vehicle **108** the flow ends at block **416**.

FIG. **8** depicts an example computer system. A computer system includes a processor unit **802** (possibly including multiple processors, multiple cores, multiple nodes, and/or implementing multi-threading, etc.). The computer system includes memory **830**. The memory **830** may be system memory (e.g., one or more of cache, SRAM, DRAM, zero capacitor RAM, Twin Transistor RAM, eDRAM, EDO RAM, DDR RAM, EEPROM, NRAM, RRAM, SONOS, PRAM, etc.) or any one or more of the above already described possible realizations of machine-readable media. The computer system also includes a bus **824** (e.g., PCI, ISA, PCI-Express, HyperTransport®, InfiniBand®, NuBus, etc.), a network interface **820** (e.g., an ATM interface, an Ethernet interface, a Frame Relay interface, SONET interface, wireless interface, etc.), and a storage device(s) **830** (e.g., optical storage, magnetic storage, etc.). The system memory **930** embodies functionality to implement embodiments described above. The system memory **830** may include one or more functionalities that facilitate detecting the presence of fog,

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obtaining a plurality of images of the roadway, constructing a view of the roadway by combining the plurality of images, and sending the constructed view to a display in the vehicle **108**. To this end the memory **830** may include the fog detection unit **202**, the activation unit **204**, and the roadway imaging unit **206**. Any one of these functionalities may be partially (or entirely) implemented in hardware and/or on the processing unit **802**. For example, the functionality may be implemented with an application specific integrated circuit, in logic implemented in the processing unit **802**, in a co-processor on a peripheral device or card, etc. Further, realizations may include fewer or additional components not illustrated in FIG. **8** (e.g., video cards, audio cards, additional network interfaces, peripheral devices, etc.). The processor unit **802**, the storage device(s) **830**, and the network interface **820** are coupled to the bus **824**. Although illustrated as being coupled to the bus **824**, the memory **830** may be coupled to the processor unit **802**.

While the embodiments are described with reference to various implementations and exploitations, it will be understood that these embodiments are illustrative and that the scope of the inventive subject matter is not limited to them. In general, techniques for detecting the presence of fog, obtaining a plurality of images of the roadway, constructing a view of the roadway by combining the plurality of images, and sending the constructed view to a display **304** in the vehicle **108** as described herein may be implemented with facilities consistent with any hardware system or hardware systems. Many variations, modifications, additions, and improvements are possible.

Plural instances may be provided for components, operations or structures described herein as a single instance. Finally, boundaries between various components, operations and data stores are somewhat arbitrary, and particular operations are illustrated in the context of specific illustrative configurations. Other allocations of functionality are envisioned and may fall within the scope of the inventive subject matter. In general, structures and functionality presented as separate components in the exemplary configurations may be implemented as a combined structure or component. Similarly, structures and functionality presented as a single component may be implemented as separate components. These and

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other variations, modifications, additions, and improvements may fall within the scope of the inventive subject matter.

What is claimed is:

1. A method comprising:

detecting a vehicle traveling along a roadway;
receiving data from a plurality of fog detectors located proximate the roadway;

determining, based on the data from the plurality of fog detectors, that the fog is present about the roadway, wherein the fog limits visibility of the roadway;

obtaining, after the determining that fog is present about the roadway, a plurality of images of the roadway by activating a plurality of cameras, wherein the cameras are spaced along the roadway and configured to capture different portions of the roadway that are visible through the fog, and wherein each of the images includes one of the different portions of the roadway that is visible through the fog;

creating a composite image by combining two or more of the images, wherein the composite image includes two or more of the different portions of the roadway that are visible through the fog, and wherein the composite image depicts the roadway unobstructed by fog; and
transmitting the composite image to a display device located in a vehicle traveling along the roadway.

2. The method of claim **1**, further comprising:

determining, based on the data, a density of the fog.

3. The method of claim **2**, wherein the determining the density of the fog further comprises:

sending a signal between at least some of the fog detectors.

4. The method of claim **1**, further comprising detecting a location of the vehicle relative to the plurality of cameras.

5. The method of claim **1**, further comprising:

creating another composite image by combining another two or more of the plurality of images, wherein the other composite image depicts the roadway unobstructed by fog; and

transmitting the other composite image to the display device located in the vehicle traveling along the roadway.

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